



**MINISTÈRE  
CHARGÉ  
DES TRANSPORTS**

*Liberté  
Égalité  
Fraternité*



# **AVIATION SAFETY MANAGEMENT AT STATE LEVEL**

**Safety promotion and information sharing  
Relations between SMS and SSP**

# The key statements

- 1.No good State Safety Programme can be established without help from the Safety Management Systems of the organisations**
- 2.A good SSP helps the operators improving the safety of their operations, through their SMSs**

# Safety promotion and information sharing process in France



# Publications

## Objectif Sécurité (Safety Leaflet)



- Half-yearly magazine
- One central Safety Case (Icing, Alarms, Loss of control during go-around...)
- Several other safety cases
- Use of disidentified reports

## Veille sécurité

- Safety Watch
- E-mail diffusion on a weekly basis
- List of interesting accident investigations, safety studies or events

[Abonnez-vous | Voir ce message dans votre navigateur](#)



**La Veille Sécurité**

Quelques thèmes et événements de sécurité sélectionnés par la DSAC  
#01-02/2020

// Vu sur le net



# Publications (2)

## Safety information leaflet

On specific subjects:


- Threats related to the resumption of air operations / Airplane
- Loss of GNSS signal quality due to interference or frequency jamming
- Prevention of fumes or smokes in aircraft cabins or cockpits

## SAFAER, TARMAC, Veille (mailing list bulletins)

## Safety plan and risk portfolios

## Annual Safety report

## Just culture guide

		<b>DGAC SAFETY INFO LEAFLET</b> <b>No. 2020/02</b>
<p>A Safety Info Leaflet is a document solely destined to inform, without a regulatory obligation, anyone who wishes to know the situation of safety threats to the aviation sector or to specific risks to prevent any accident. The Safety Info Leaflet is available on: <a href="https://www.dgac.fr/aviation/DSAC/DSAC-Info-Leaflet">https://www.dgac.fr/aviation/DSAC/DSAC-Info-Leaflet</a></p>		
Operators concerned	Operators of aircraft who suffered a significant drop of flight activity or a flight shutdown during the Covid-19 health crisis	
Topic	Threats related to the resumption of air operations	
Objectives	Drawing the attention of the operators concerned to certain risks to which they are likely to be exposed and proposing risk mitigation measures in order to follow up the resumption of activity	
Context	<p>The Covid-19 pandemic led a large number of aircraft operators to partially or totally suspend their operations, some personnel have been able to return to work in a few months. In addition, flight operations soon recovery will be different in many aspects, as a result of the operator's choice or not, as compared to previous operations.</p> <p>This created several safety issues.</p> <p>Furthermore, as part of the notification of events to the Authority, the French Civil Aviation Authority (DGAC) was able to identify a number of risks associated with operations during the crisis that are likely to continue when activity resumes.</p> <p>The information disseminated through this Safety Info Leaflet deals with generic threats that may concern operators, and good practices that may be associated with them.</p> <p>Problems related to the management of Pilot training prior to flight scheduling are the subject of a specific communication.</p> <p><a href="https://www.dgac.fr/aviation/DSAC/DSAC-Info-Leaflet/DSAC-Info-Leaflet-2020-02">DSAC Info Leaflet No. 2020/02</a></p>	
Threats and risk mitigation measures	<p><b>Operational</b> <b>Threats</b> The resumption of flight operations poses a risk of reactivation of the various services, resources must be provided to prepare the associated procedures for possible changes in activity (route changes, new destinations, development of cargo operations, etc.).</p> <p><b>Threats</b> Strategy for managing the reactivation of the various departments (DOC, Engineering, SMS, analysis, etc.) in line with the volume and nature of the operation being resumed.</p> <p><b>Competency management</b> A significant drop or cessation of activity raises the issue of the level of personnel competency whose skills are directly related to safety (crew members, DOC staff, personnel in charge of crew training, etc.). Even if a training deadline is not exceeded.</p>	
Any comments regarding the implementation of the measures proposed in this DGAC Safety Info Leaflet should be addressed to: <a href="mailto:sa@dgac.fr">sa@dgac.fr</a>		
DGAC Safety Info Leaflet No. 2020/02 - Version 1 - 19th May 2020		





# TEAMWORK

Overcoming differences to work towards a common goal.

# Safety symposiums Since 2006

## <https://www.ecologie.gouv.fr/symposium-securite>

---

Yearly, for more than 17 years

---

Climax of our external communication policy

---

Safety promotion

---

Safety culture promotion

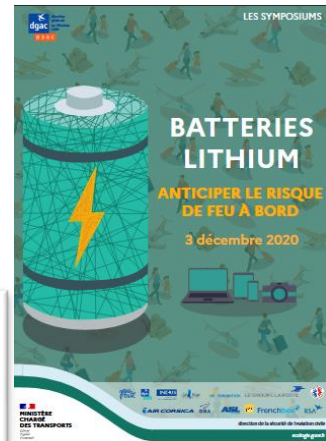
---

Bring together the stakeholders of specific topics  
with high safety added value

---

Great occasion to share data and knowledge at  
event and during 8 months of preparation

---





# LITHIUM BATTERIES: PREVENTING THE RISK OF FIRE ON BOARD



**For our safety, let's keep them in the cabin**



**airbag**

ARTICLES INTERDITS OU RÉGLEMENTÉS  
DANS LES BAGAGES



**Proper handling = Risk under control!**



# Videos - Ground Handling: « Lay the ground for a safe flight »

<https://www.youtube.com/watch?v=lgTnhgZ6X60>



# PASSAGER PERTURBATEUR, VOL REFUSÉ !



**LES INTERDICTIONS DE VOL,  
PENSEZ-Y AVANT.**

# RSAF – French Operator & Authority Safety Networks → 7 thematic Working groups

## Objectives

---

Enhance risk management of participants

---

Improve the safety level of French civil aviation

---

Establish a network of organisations involved in SMS programmes

---

Exchange on safety issues, actions and experiences

---

Facilitate an open sharing

---

# RSAF – The golden rules

Helicopters, CAT, Aerodromes, HOF, Ground Handling, Training, Maintenance

The confidentiality  
charter

---

Cooperation

---

The participants are contributing with the will to cooperate

---

Engagement

---

The participants are required to regularly share safety topics

---

Confidentiality:

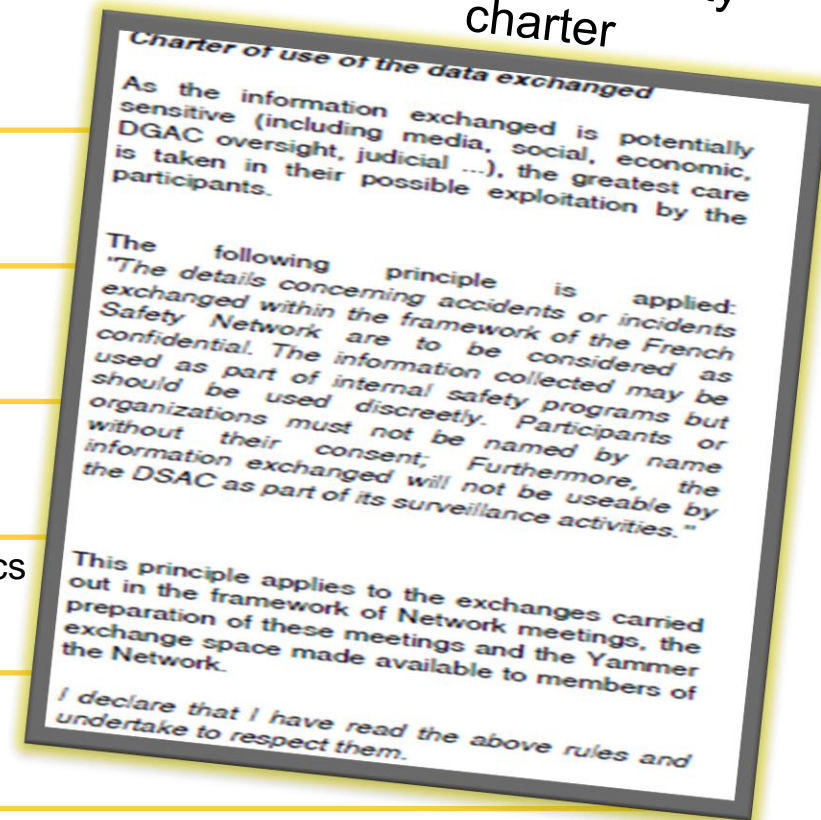
---

Details regarding accidents/incidents/issues discussed during the meetings are considered confidential and must be used with as such by the participants. A confidentiality charter is signed.

---

The authority can not use this information in an oversight context

---







# LITHIUM BATTERIES: PREVENTING THE RISK OF FIRE ON BOARD

## Protection



## Equipment



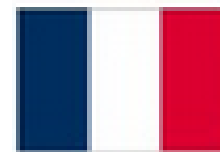
The right reflex is **P.E.T.S.**



## Treatment



## Surveillance



# BATTERIES LITHIUM : ANTICIPER LE RISQUE DE FEU À BORD

## Protection



## Équipement



Le bon réflexe, c'est **P.E.T.S.** !



## Traitement



## Surveillance



## BATERÍAS DE LITIO: CÓMO PREVENIR EL RIESGO DE INCENDIO A BORDO

### Protección



### Equipo



¡La mejor reacción es **P.E.T.S.!**



### Tratamiento



### Supervisión



## BATTERIE AL LITIO: PREVENIRE IL RISCHIO DI INCENDIO A BORDO

### Protezione



### Equipaggiamenti



Il riflesso giusto è **P.E.T.S.!**



### Trattamento



### Sorveglianza



# Publication from the Helicopters network

## Safety Instructions in the Presence of a Helicopter

The presence of helicopters at a landing site requires increased vigilance to ensure personnel and operations site safety.

### 1 Radio procedure and individual protection



- Continuously monitor the air-to-ground frequency before the helicopter arrives at the landing site. If possible, never interrupt radio communication with the helicopter without prior agreement.
- Protect your eyes against flying debris and dust.
- Protect your ears from noise.
- Be visible, wear a safety jacket.
- Do not smoke (or use naked flames) near the helicopter.

### 2 Selecting the landing zone



- Minimal landing zone dimensions: **30 x 30 metres**.
- Avoid dusty, sandy, loose or stony ground.
- Prefer hard and relatively flat surfaces, with ground obstacles less than 30cm in height.
- On the selected landing zone and its surroundings, make sure that no objects can become airborne, snapped or broken (for instance, partially opened or improperly locked windows and awnings).
- If possible, select an obstacle-free zone with upwind approach and landing axis.

#### Night operations:

- Comply with day operational instructions.
- Minimal landing zone dimensions: **100 x 50 metres**.
- Do not direct light at the helicopter during approach and landing and take-off!
- At night the visual and sound perceptions are different, do not be surprised.

### 3 Helicopter approaching

- Personnel signalling the helicopter should wear personal safety equipment (high visibility jacket, helmet, gloves, glasses, etc.).
- An authorised person must be in contact with the helicopter (VHF, FM, ANTARES, GSM network) during the approach.
- This person should stand downwind with arms in the air and keep most of the landing zone clear in front of him or her.
- Signal their position to the pilot with gestures (time-dial system).
- Signal the pilot of any dangers near the landing zone (cables, antennas, other aircraft, drones, paragliders, etc.).
- During final approach, kneel on one knee, keep arms up in V-shape, do not move and keep permanent visual contact with the pilot.
- No other person, object or vehicle is to be in the landing zone!



### 4 Helicopter landing



#### Keep the landing zone clear!

Helicopter downwash can lift up and blow a surprising variety of objects! Downwash can propel gravel and stones over 40 metres: Do not park any vehicle in the helicopter approach trajectory or near the touch down point.

- Make sure that no object can be propelled by the downwash in and near the landing zone.
- Personnel located near the landing zone should button shirts, lock pockets and avoid wearing loose pieces of cloth such as caps, scarfs, etc.
- Use protective eyewear against downwash-related projections.

### 5 Operating near the helicopter

- Rotors turning:
  - During hoisting operations, wait for the skids or the cable to touch the ground to discharge static electricity accumulated by the aircraft.
  - Wait for the explicit **CLEARANCE** by the mechanic or the pilot (thumb up) before approaching the helicopter!
- In all circumstances, always approach the helicopter facing the **FRONT** side in order to:
  - Keep the crew in sight at all times;**
  - Approach the helicopter rotors only when cleared by the crew;
  - Following landing, approximately 2 minutes are necessary for the rotors to come to a complete stop. Until that occurs, staff and vehicles should remain at a safe distance.
  - At all times, please follow the crew's instructions.**
  - Never approach a helicopter from behind – **DANGER ZONE**
  - In that zone, the crew cannot see you (and you cannot see them).



Beware of tilts and banks as they reduce ground-to-blade distances!  
Always approach the helicopter downstream.



Bend down and do not run when approaching the helicopter!

If you carry long objects, always carry them horizontally to avoid hitting the blades.

**Never throw anything at or near the helicopter!**  
Even innocent objects can become lethal projectiles.

Above all, it is important to **avoid any rush**.

When the aircraft is leaving the zone, do not move until the take-off has been completed (unless otherwise instructed).

### 6 Start-up phase

- Stay in the pilot's line of sight to signal them in case of an emergency.
- Keep an eye on the surroundings of the landing zone.
- All movements of personnel and vehicles are forbidden until the helicopter has taken off.

# An exemple of initiative : CASH

## Collaborative Aerodrome Safety Highlights

<https://www.ecologie.gouv.fr/collaborative-aerodrome-safety-highlights-cash#scroll-nav> 1

- Definition and publication defined by Local Safety Teams (LST) composed of airlines, airport operator, air navigation service provider, flying clubs, Meteo France,...
- Collaborative work to identify threats by comparing items of the operators' respective SMS



# Collaborative Aerodrome Safety Highlights

A CASH must be about a permanent and identified risk

The LST members decide by consensus, after a collaborative analysis, to validate it and to publish it

CASH is intended to draw commercial and private pilots' attention to the aeronautical context and main threats related to an aerodrome

CASH should not replace the reference aeronautical information (AIP France, AIP supp, AIC and NOTAM)

# Many thanks

[andre.vernay@aviation-civile.gouv.fr](mailto:andre.vernay@aviation-civile.gouv.fr)

---